

1. (Original): In a hybrid electric vehicle having an internal combustion engine, an electric motor, and a battery system for powering the electric motor, the improvement comprising:

controlling the interaction between the internal combustion engine and electric motor by taking energy into the battery system only if it is more fuel efficient than throttling the engine and operating the engine at a lower efficiency.

2. (Original): An improvement as recited in claim 1, further comprising:

charging the battery system to a certain state or maintaining the battery system at a particular state of charge during operation of the vehicle.

3. (Original): A method for controlling the interaction between an internal combustion engine and electric motor operated by a battery system in a hybrid electric vehicle, comprising:

taking energy into the battery system only if it is more fuel efficient than throttling the engine and operating the engine at a lower efficiency.

4. (Original): A method as recited in claim 3, further comprising:

charging the battery system to a certain state or maintaining the battery system at a particular state of charge during operation of the vehicle.

5. (Original): An apparatus for controlling the interaction between an internal

combustion engine and electric motor operated by a battery system in a hybrid electric vehicle, comprising:

a computer; and

programming associated with said computer for taking energy into the battery system only if it is more fuel efficient than throttling the engine and operating the engine at a lower efficiency.

6. (Original): An apparatus as recited in claim 5, further comprising:

programming associated with said computer for charging the battery system to a certain state or maintaining the battery system at a particular state of charge during operation of the vehicle.

Claims 7-24 (Canceled)